

A close-up photograph of a soldier wearing a camouflage helmet and uniform. The helmet has a "DEMONTIGNY" band and a small patch. The soldier is holding binoculars to their eyes, and the lenses show a bright green reflection. The background is slightly out of focus, showing wooden structures.

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TALON



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Specialist Edward G. Demontigny of Headquarters and Headquarters Battery, 1st Cavalry, 82nd Artillery and Albuquerque, N.M., gazes out to find his target. (Photo by Sergeant Derrick Witherspoon. See next page.)

"Peace is not just the absence of conflict but also the presence of justice." – Harrison Ford in *Air Force One*

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The Task Force Eagle web site offers breaking news and photos on its web site. The web site provides information concerning the Turk, Russian, and NORDPOL Brigade assigned to Task Force Eagle, as well as U.S. soldiers stationed in Bosnia.

By Command Sergeant Major
Paul M. Inman
Multinational Division (N) CSM

A problem we will face while deployed in Bosnia will be the cold and snowy weather. With these conditions, soldiers must take extra precautions when driving and using the heaters in tents.

Driving vehicles in snow and ice is a challenge that most soldiers here will have to face. Remember that the speed limit during the winter months is 30 mph. Also, while driving in a convoy during bad weather, the distance between vehicles should be increased. This will give soldiers more time to react and stop safely. It is the TCs responsibility to make sure the driver is being extra cautious while driving through snowy conditions.

Winterizing your vehicle before convoying is also a must. Make sure that your antifreeze is at the proper mixture and the heater works in your vehicle. Bring extra water, MREs, sleeping bags and an emergency kit. Put chains on your tires if the weather calls for it. Noncommissioned officers need to ensure these precautions are taken prior to all convoys.

Carbon monoxide poisoning is another thing to watch out for. Never sit in a stationary vehicle with the motor running for a long period of time. Carbon monoxide is an odorless gas that kill you before you realize it. Make sure to get out of the vehicle and get fresh air periodically. Also, make sure that your exhaust system is clear from snow and other debris.

Along with keeping safe on the road, safety in tents is equally important. Soldiers must be careful when using kerosene heaters. When the heaters are in use, someone must stand watch to make sure they are working properly. The fuel is refilled daily by Brown and Root workers, to help avoid any safety violations or accidents.

Staying safe during the winter months is a challenge that all Multinational Division (North) soldiers will have to meet while deployed here. Just remember **Force Protection, and Stay Safe.**



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82nd FIST call in the fire

Story and photos by Sergeant Derrick Witherspoon
319th Mobile Public Affairs Det.

While standing tower guard, a soldier scans his sector and sees enemy moving in on the base camp. Receiving approval from higher headquarters, he picks up the radio hand microphone and calls for fire. Suddenly the sound of jet engines rip through the clear, blue sky. "Clear hot!" yells the soldier, as the jets fly over the target. A thunderous "Boom!" echoes through the valley as the jets engage the enemy. Suddenly the soldier feels a hand on his shoulder. "Good training specialist. Good training," says the noncommissioned officer in charge of this close ground support training exercise.

The 1st Battalion, 82nd Field Artillery Fire Support Team recently trained at Camp Bedrock on emergency close ground support operations with the Division Tactical Air Control Party. Captain Jeffrey C. Perry, Task Force 2-8 fire support officer, said this training helped the FIST gain technical and tactical control of close air support procedures.

"The FIST is proficient in calling fire for the ground elements, but I want them just as proficient when it comes time to call fire in for the air support as well," said the Tampa, Fla. native. Perry said the FIST received joint training from the Air Force on how to call air strikes using an Enlisted Terminal Attack Controller.

"We are training with the (Division Tactical Air Control Party) so we can get more hands-on experience with the ETAC, which is used to talk to the pilots," Perry said. "Basically the only time we should have to call for fire from the air is in an emergency because it's really the Air Force's job, but we just want to be prepared in case that emergency does arise."

Senior Master Sergeant Tim A. Abbott, noncommissioned officer in charge of the division TACP, said this training would help the FIST in case anything happened to them.

"You never know when something could cause us to be out of the net, and the FIST may have to jump in and take our place," said the Atascadero, Ca. native. "The Air Force and the Marines are the only forces that have the ETAC, so we work with the other forces to make sure they are knowledgeable on it also."

Sergeant First Class Cedric B. Moore of Huntsville, Ala., Task Force 2-8 fire support NCOIC, said the Air Force has been very responsive to their training needs.

"It's good to know that if the Air Force needs us we can be there to back them up," Moore said. "We're especially proud to be receiving this training because it's rare that we get the

opportunity to operate the ETAC. It's also good that we can support Bedrock with close ground support if the Air Force was unable to communicate with the jets."

Moore said not only was the FIST receiving training, but also the pilots. Some of the pilots were from other nations. "We had to communicate with not only American pilots, but Dutch and British pilots also. What we did was try to get the pilot oriented to where he was. Then we helped him locate the target so he could fire on it. This was good training for us and other members of SFOR," Moore said.

He added that some of the soldiers were a little unconfident at first, but once they got going everything fell in place. "I want them to get as much training here as they can, because when we redeploy it's going to be a little harder to receive training like this," Moore replied as he watched his soldiers line up to use the ETAC.

Specialist Edward G. Demontigny of Albuquerque, N.M., said the training helped him get a better understanding of his job. "We mainly do field exercises with the mortar and artillery platoons so this is a great opportunity," Edward said. "I gained a good understanding about how to send up information to the pilots and give them everything they need to wipe out the enemy. I can't wait to do it again"

So as the FIST and TACP complete another successful training mission at Bedrock they walk away knowing that if it came down to it, either team could use the ETAC, call for fire, demolish the enemy, and listen for the "Boom!" to echo through the valley once again.



Private First Class Abel Mesa of Miami, Fla., Headquarters and Headquarters Battery, 1st Battalion, 82nd Field Artillery, communicates with a pilot with the help of Senior Master Sergeant Tim Abbott (Left) and Senior Airman Shawn Farrington of Division TACP.

Guarding the wire with the 1st Cavalry Quick Reaction Force



Specialist Phillip B. Woolsey, Company A, 1st Cavalry Quick Reaction Force, looks over his .50-caliber machine gun while on patrol with the Quick Reaction Force Team.

Story and photos by
Sergeant First Class Donald R. Dunn II
319th Mobile Public Affairs Det.

Whether it's inside the wire or outside the wire, the possibility of getting on or off Comanche Base without being spotted is practically impossible, thanks to Company A, 2nd Battalion, 8th Cavalry Regiment, 1st Cavalry Quick Reaction Force.

Company A is a group of highly mobile soldiers prepared to meet anything that threatens the safety of Multinational Division (North) peacekeepers at Comanche.

They travel in two fully loaded HMMWVs, and each vehicle has four-man teams, including a .50-caliber machine gunner. Every soldier also packs his personal M-16 rifle.

"We want to be the great intimidator, and we live and breathe security," said Sergeant Ronald L. Kimball, an armor crewman with Company A and a resident of, ironically enough, Comanche, Okla.

"Showing a presence is why we are out here three to four times a day," he added.

Along with watching the perimeter, Company A is responsible for the railroad, which leads to Comanche. "When a train comes in or out of here we take extra precautions and even bring in the dogs to check for intruders and illegal drugs," said Kimball.

There is a medic on every mission along with a maintenance mechanic, just in case there is an injury or vehicle trouble. Every driver also packs a radio to let the Basic Defense Operating Center know all the details of the perimeter checks.

Specialist Phillip B. Woolsey, an armor crewman with the Company A and a resident of Gainesville, Texas, said, "We can react quickly if needed. We can also be called on to cover an area where unexploded ordinances have been found until the Explosive Ordinance Division arrives," he added.

"We can't forget the fact that we also have excellent guards in shacks and roving guards all along the roads. This adds to the total security package," said Kimball.

The Alpha 28 QRF is also responsible for aircraft recovery and crash site security.

"We are always on duty 24 hours a day, seven days a week," said Sergeant Doug M. Flach, an armor crewman in the Company A and a resident of Gatesville, Texas.

The maintenance team has really made a big difference in how the QRF gets around. The maintenance team gets out with the QRF and ensures the QRF returns safely, added Flach.

Company A will rove the wire so long as a threat remains, ready to secure or defend or come to the aid of it's charge -- Comanche Base.



Three soldiers at A-28 1st Cavalry Quick Reaction Force Team secure the wire on the railroad leading into Comanche Base.

A 'cool point' to build a bridge

Story and photo by
Private First Class Phillip E. Breedlove Jr.
22nd Mobile Public Affairs Det.

The bridge was so rotten that when 2nd Platoon of Company A, 20th Engineer Battalion took on this bridge reconstruction task, they wondered what they'd gotten themselves into. Nobody could walk across Cherry Bridge without falling through. According to Private First Class Juan M. Carballo, a combat engineer with 2nd Platoon and a Dunanville, Texas native, the unit thought re-decking Cherry Bridge, or rebuilding the surface, would take weeks, especially since it was most of the junior-enlisted soldier's first bridge.

Four days and 89 feet later, the bridge was not only finished, but also able to hold over 60 tons. The unit had something to be proud of. "It's bragging rights," Carballo said.

Staff Sergeant Patrick D. Stoker, a squad leader with 2nd Platoon and a Cocoa, Fla. native, said bridge building is one of the best parts of being a combat engineer. "It's something we don't get to do every day. It's something you can see before and after, and know you're actually accomplishing something."

The actual process started a few weeks before construction began when a reconnaissance patrol was sent to determine how much rebuilding the bridge would help the locals. Stoker said it was discovered that the bridge was located in a key place in the community – near a Muslim Mosque, a place of worship for many locals. Further investigation determined local civilians had to travel over a mile to use an alternate bridge, so the platoon resolved to take on the project.

"The bridge was actually rotting away. It was more of a hazard to the community than a help," Stoker said.

The first step, Stoker continued, was to strip the rotten wood from the bridge, which took an entire day. The wood was thrown to the side of the road at the request of locals, who used it as firewood.

The next day, continued Stoker, was spent measuring and cutting 160 wooden boards. In all, 2,240 feet of 20 X 16 boards were used. The final two days were spent doing the actual construction, nailing the two layers to wooden boards, which were mounted to metal I-beams by bolts.

Stoker said the unit's teamwork was a major factor in completing the bridge. Many soldiers went above and beyond the call of duty by working through breaks and taking over tasks when other soldiers were tired. "The unity of the platoon made the job easier. Everyone pitched in and helped out."

Carballo said the bridge brought the platoon closer together. "This bridge really tested us as a team, and I think we passed."

According to Carballo, the locals provided encouragement, which was another factor in the unit's motivation to get the job done. "After we were finished stripping the bridge, an elderly lady came up to us and told us how happy she was that we



Second Lieutenant Silas R. Bowman, the 2nd platoon leader from Company A, 40th Engineer Battalion, and a Tacoma, Wash., native, assists his platoon with building Cherry Bridge near Camp McGovern by drilling holes into a board to be mounted to a metal I-beam.

are here."

The thing that stood out in Carballo's mind the most was the children. "The kids, hey, they love us. They were there since day one, teaching us the language and asking us what we were doing. That made the job pretty much worthwhile."

Before the job was completed, one task remained – as the builders, 2nd Platoon was given the opportunity to rename the bridge. Second Lieutenant Silas R. Bowman, the 2nd platoon leader and a Tacoma, Wash. native said the platoon named the structure Cool Point Bridge because soldiers had a lot of fun building it. "It was just a cool point to build a bridge."

The Eyes of the Eagle



The fire support team from Headquarters and Headquarters Battery, 3rd Battalion, 82nd Field Artillery, double-time to get off the landing zone during an air insertion exercise.

Story and photos by Private First Class Louis Sardinha
22nd Mobile Public Affairs Det.

A UH-60 Blackhawk barrels along the valley floor and quickly lands at the bottom of a monstrous hill. A team of camouflaged soldiers jump out with gear and weapons in hand. They quickly drop to the ground with their weapons at the ready as the helicopter flies away. This is just the beginning for these forward observers, whose mission is to serve as the Army's eyes on the battlefield.

These soldiers are known as the FIST or Fire Support Team, according to Specialist Rodney M. Sinclair, of Baltimore, Md., a forward observer fire support specialist also with the 3rd Battalion, 82nd Field Artillery.

The soldiers of Camp McGovern's FIST maintain their combat skills while deployed to Bosnia by conducting air insertion exercises, Sinclair continued.

The FIST routinely sets up an observation point following helicopter insertions to give them practice using a laser-targeting device known as a ground vehicular laser designator. "This enables us to pinpoint a target and hit that target while minimizing collateral damage," said Second Lieutenant James E. Runkel, of Pinebluff, Ark., a fire support officer of Company A, 1st Battalion, 5th Infantry Regiment. Collateral damage is damage to friendly forces or noncombatants.

To communicate all the information they gather from the ground vehicular laser designator, such as direction and distance, they use a forward entry device. The FED is a computer that digitally sends the data through the radio and



The fire support team from Headquarters Battery, 3rd Battalion, 82nd Field Artillery, march up a dirt path during an air insertion exercise.



from Headquarters and
3rd Battalion, 82nd Field
steep incline during an



Private First Class Haywood Hall, of Montgomery, Pa., a forward observer fire support specialist assigned to Headquarters and Headquarters Battery, 3rd Battalion, 82nd Field Artillery, aims a laser targeting device on a target down range during a dry-fire exercise after an air insertion.

feeds the target information to their unit's computer at McGovern, according to Sinclair. The FED allows the forward observers to transmit their information by the quickest means possible.

The primary role of the FIST in Stabilization Forces's peacekeeping mission is Force Protection. "They are trained observers," said Captain Thomas B. Ham, of Wilson, N.C. Ham is with Headquarters and Headquarters Battery, 3-82nd Field Artillery, and he's the Task Force fire support officer for 1st Battalion, 8th Cavalry Regiment. "They provide an additional set of eyes in any given situation. With these guys on a hill-top watching with a birds-eye view over the situation, they can immediately give more information to the task force and tell them exactly what's going on."

FIST provides several options for the Task Force such as

observation reporting for command and control, communications, and lasing capabilities for precision weapons systems such as the Apache Hellfire missiles and NATO aircraft laser guided munitions, Ham said.

Soldiers received many benefits from the insertion exercise, according to Ham. "It was very motivating," he said. "The soldiers are always ready to jump on a chopper and do 'hooah' stuff. It also gives the teams the opportunity to show the Task Force commander their capabilities and that they can, at a moment's notice, send a highly skilled team out there with lasing and radio capabilities."

Runkel said he enjoyed the exercise and his soldiers got a lot out of it. "This was an excellent opportunity in a real-world environment to conduct training and keep our war-fighting skills up to date in a peacekeeping operation."

Maintenance test pilot flies, fixes Blackhawk helicopters



Specialist Mark C. Hackett, an aircraft electrician with Company D, 227th Aviation Regiment, and Simi Valley, Calif. native, replaces a hydraulic pressure switch on a Blackhawk helicopter.

Story and photo by Specialist Robert B. Valentine
319th Mobile Public Affairs Det.

Climbing high into the sky, the pilot keeps a wary eye on his instrument panel and warning lights. Reaching the desired altitude, he dives at a high rate of speed. He then pulls his helicopter up and levels off. He banks hard right, and then left. Smiling, he sees that all functions are responding correctly and read as normal. The maintenance test pilot radios to the tower that the test flight was a success. The Blackhawk is a "go," and he is heading back to the flight line.

Chief Warrant Officer Klaus J. Harris, from Ramstein, Germany, is a maintenance test pilot with Company B, 2nd Battalion, 227th Aviation Regiment of the 1st Cavalry Division at Comanche Base. Harris became a maintenance test pilot after attending a 16-week course at Fort Rucker, Ala.

"A maintenance test pilot performs all regular trouble shooting to determine what went wrong on a flight. After maintenance inspectors complete repairs, we serve as quality control inspectors," Harris said.

When the maintenance crew can't figure out what went wrong on a flight, maintenance test pilots conduct a verification test flight, which attempts to duplicate the malfunction.

"Verification test flights help us figure out what exactly is going on with a Blackhawk," Harris said. "At times my job can be dangerous. That's why we do thorough inspections to reduce the risks."

"I've been flying Blackhawks my whole career. For the past two years, I have been a maintenance test pilot," he said.

The hardest part of being a maintenance test pilot is the long hours, and it comes with a great deal of responsibility, Harris said. "If a mission is dropped because of maintenance, the first person to catch the bullet is me."

"It is up to the maintenance test pilot to make it happen, along with the crew chiefs who are the backbone of aircraft maintenance," Harris said. "Without them, everything would come to a screeching halt."

"This is my second tour in Bosnia. From what I have seen, the Blackhawk is the workhorse that the Army depends on over here," Harris said.

When moving troops or supplies forward, the fastest way to get them there is a Blackhawk, Harris said. Blackhawks can sling load a vehicle and equipment associated with most missions.

Blackhawks have the ability to carry 9,000 pounds on its cargo hook, and a total weight of 22,000 pounds.

"We also carry VIPs, and conduct shuttle runs to different base camps," he said.

"I am a former crew chief in the Air Force. Not only do they have the responsibility of maintaining the aircraft, but they also go out and fly missions with the pilots," Harris explained. "When they return from a mission, they have to take off the flight suit and put on the overalls and get to work. I am right there with them."

Specialist Mark C. Hackett, an aircraft electrician with Company D, 2nd Battalion 227th Aviation Regiment, said, "Aircraft maintenance crews work hand-in-hand with the maintenance test pilots. They find out what the defect is, and we repair it."

"The MTP's check our work afterwards and make sure that everything works properly," the Simi Valley, Calif. native said.

The Army's Blackhawk is an important tool that is used throughout the Balkans to get different missions accomplished. It takes teams working both in the air and on the ground to ensure that Blackhawks are mission ready.

Teamwork makes commo possible

Story and photo by
Private First Class Phillip E. Breedlove Jr.
22nd Mobile Public Affairs Det.

You can talk about us, but you can't talk without us," said Private Verdane M. Ivory, a signal support specialist with Communications Platoon, Headquarters and Headquarters Company, 1st Battalion, 8th Cavalry Regiment, and a Houston, Texas native.

Ivory is part of Camp McGovern's commo shop, the section responsible for maintaining all communications equipment, to include computers, tactical phone lines and single channel ground airborne radios. The SINCGARS is a secure radio system, meaning people outside the secure network cannot listen in on communications.

If anyone has a problem "talking," the commo shop is the place to go, Ivory continued.

According to Ivory, it is important to maintain communications systems. If a problem occurs, soldiers need a way to inform others. "You have to have commo when you go outside the wire. Without commo, you can't talk. What are you gonna do, send pony express? No, you call us."

The 12-person team has their work cut out for them, Ivory said. The daily schedule is usually unpredictable because it is impossible to tell what will go down when. The team compensates for this problem by being closer to the action at the motor pool, where the majority of the radios are repaired.

Teamwork is a major factor that adds to the efficiency of the unit, said Private First Class Jason M. Kading, a native of Racine, Wis., another signal support specialist with the commo section, and known around the shop as "the automation man," because of his knowledge of computers. For example, everyone in the unit has certain strengths and helps the unit when they know more about a certain subject. Kading is a prime example of this; because of his technical ability, he usually handles requests to fix computers.

Ivory said just doing the job is rewarding. In addition to technical experience, it offers formidable puzzles. "I love computers and fixing anything electrical. It's a challenge. Also, we get real-world experience. This deployment gives us a chance to work with real-world problems."

The profession also gives them hands-on training with the latest in communications technology. McGovern's latest asset is the Army and Navy Portable Satellite Communications Five radio, nicknamed the 'spitfire.' It operates on the same secured-line principals as a SINCGARS, but instead of sending the signal directly to a nearby receiving radio, it sends the signal to a satellite, then back to earth. The signal can cover

up to a quarter of the planet, as opposed to the SINCGARS more limited local-area scope.

Kading said the spitfire is just another example of how fast technology is moving. "Something new is coming out every six months. It's growing and it's gonna continue to grow." With the advancements, however, comes the responsibility of training soldiers and maintaining the equipment – a task which McGovern's commo shop is more than happy to tackle, Kading said.



Specialist Tod T. Blatchley, a signal support specialist with Communications Platoon, Headquarters and Headquarters Company, 1st Battalion, 8th Cavalry Regiment, at Camp McGovern and a Ogdensburg, N.Y. native, assembles an Army and Navy Portable Satellite Communications Five radio, also known as the Spitfire.

Crossing the streets with the 410th Military Police Company



Specialist Benjamin J. Cox, 410th Military Police Company, checks the vehicle access roster before allowing a HMMWV to pass through the gate at four corners.

Story and photo by
Sergeant First Class Donald R. Dunn II
319th Mobile Public Affairs Det.

Maintaining high volumes of traffic, controlling pedestrian walkways and checking every vehicle in and out of four-corners next to the Eagle Base "White House" is just part of the job of the 410th Military Police Company.

"When we see a vehicle we look for the bumper number. After that we look to see if it's listed on one of our access rosters," said Private First Class Ronald L. Bostic, a military police officer in the

410th and a resident of Homestead, Fla. "If there is a problem with access of a vehicle it has to be approved by the Base Defense Center. We then allow the vehicle to proceed through the gate. We do the same procedure if there is any question on a person's identification card too," he added.

"The biggest problem we have is our list of hours this gate is closed to through traffic. Traffic is usually the busiest between meal times," said Specialist Benjamin J. Cox, a military police officer in the 410th and a resident of Luverne, Minn.

"Civilian vehicles have to be checked more than our military vehicles because of the cargo they may be carrying and the personnel driving them. We deal with every kind of civilian vehicle from chow hall delivery trucks to Brown and Root construction dump trucks and fork lifts," said Bostic.

"Being out here you have to know not only how to direct traffic, but also know who has the right of way. Pedestrians always have the right of way," said Cox.

Coalition vehicles and troops are constantly coming through the gate and there are certain access rosters for these vehicles, especially here in Multinational Division (North).

"The hardest thing about this job is safety — making sure there are no accidents. I pay close attention to large vehicles, especially flatbed trucks, which are long and need a lot of room to turn corners," said Bostic.

"When we have to we will actually get out in the street and use our hand and arm signals to make sure traffic is flowing in a timely manner," said Cox.

The 410th is always on duty and they have two MPs working 12-hour shifts. They fall under the Eagle Base Provost Marshall and it's a 24 hour, seven days a week operation.

The biggest thing the MPs stress is safety, and being aware of the surrounding environment. Soldiers must play their part to keep MND (N) a safe environment.

"The hardest thing about this job is safety -- making sure there are no accidents.."

Specialist Benjamin J. Cox

What every driver here should know

Story and photo by Private First Class Louis Sardinha
22nd Mobile Public Affairs Det.

As winter approaches and the weather changes in Bosnia, convoy safety and vehicle maintenance become much more than routine work. Safety and maintenance become a matter of survival.

Driving in inclement weather can be a challenge to some soldiers, according to First Lieutenant David W. Gordon IV of Alpharetta, Ga., the battalion motor officer for Headquarters and Headquarters Company, 1st Battalion, 8th Cavalry Regiment. "We come from a hot weather climate — Fort Hood, Texas. It doesn't snow there, and if it does, it causes a lot of problems because no one is used to driving in the snow. We'll find that'll be the case with a lot of soldiers here. They haven't had a lot of experience with it."

Special convoy safety precautions should be taken when driving in adverse weather conditions such as snow or ice, according to Specialist Mark A. Moore, of Reyno, Ark., a light wheel vehicle mechanic with HHC 1-8 Cav. "The speed for (cold weather) drops about 15 miles per hour given the braking speeds, and the interval will get gradually larger, so you won't skid into the person in front of you," Moore said. "You also have to watch out for patches of ice."

Drivers need to make sure their windshield, side windows and lights are clean, so vehicles in front or behind them can see their lights, according to Specialist Luciano Oranday, of Yancey, Texas, also a light wheel vehicle mechanic with HHC. Drivers also need to make sure if they skid, they turn into the skid, and not slam on the brakes. If drivers need to stop, they should pump the brake.

To aid soldiers in defensive winter driving, commanders, with the help of the maintenance section, are conducting cold-weather driving courses for winter conditions, according to Gordon. The classes will also cover items such as how to place snow chains on vehicles as well as safe driving habits.

"From the maintenance point of view, our part is ensuring that the vehicles are ready for winter," Gordon said. "What we do is minimize the mechanical problems with the vehicles, so they're not out on a patrol or mission somewhere and the vehicle has a mechanical problem."

To ensure the vehicles are safe for convoys in the winter, the mechanics check items such as antifreeze, oil and basic issue items, according to Oranday.

Moore added that a cold weather starting procedure starts with waiting for the "wait" light to go off before starting the vehicle. He said soldiers shouldn't crank

the engine for more than 10 seconds. Once you let off the switch, turn it all the way off and let it sit for a couple of minutes. Then try again.

"We don't want you to blow the control box and the glow plugs," Moore said.

"We also make sure the oil is the right type because you have to change your oil quality during the winter," Moore said. "If you don't have the right type in there, it's going to freeze up and turn to gum."

Convoy safety is a big issue in Bosnia because there are many places where accidents can occur. By winterizing the vehicles and using cold-weather starting procedures, vehicle operators can help minimize the risks by ensuring that the vehicles are safe for missions in the wintertime. It's more than a simple matter of routine operations. It's a matter of staying safe, and thereby staying alive.



Specialist Mark A. Moore, of Reyno, Ark., a light wheel vehicle mechanic with Headquarters and Headquarters Company, 1st Battalion, 8th Cavalry Regiment, demonstrates how to properly install snow chains during a winterization demonstration.

Educating the force is a priority

Story and photo by Sergeant Derrick Witherspoon
319th Mobile Public Affairs Det.

Education is said to be the golden key to success, and 2nd Battalion, 8th Cavalry Regiment is working to use that key to open doors for soldiers at Camp Bedrock so they can not only obtain military success, but also personal success in their lives.

As service members deploy to Multinational Division (North) in support of Operation Joint Forge, the idea of continuing their education may seem difficult. Major General Kevin P. Byrnes and the Eagle Base education center want service members to know that continuing their education here is a command priority and is highly encouraged.

Second Lieutenant Kevin S. Leland of Sidney, Mont., education assistance officer for Task Force 2-8, said it is great that these educational opportunities are being granted to the service members at Bedrock and other camps in the area. "Receiving a good education is important for professional development and career enhancement," Leland said. "Soldiers should understand that they can get up to 150 promotion points for military education, and the education center can help them obtain these points. We have about 107 soldiers taking classes at Bedrock this term and it has a lot to do with the support of the chain of command here."

Sandra F. Moore, education services specialist, said education is the General's number three priority. "There is a big command emphasis on education, starting from the top of the chain on down, and we have so much to offer the service members here," said the Fort Polk, La., native.

"What we like to do is provide service members with the same educational opportunities they would have back at home," said Frank S. Moore, education service specialist and husband of Sandra Moore.

Frank Moore said the education center provides an abundance of military and civilian testing. "We offer service members tests such as the CLEP, SAT, and much more," Frank Moore said.

He also said they give the Armed Forces Classification Test, which helps service members raise their GT scores. A couple of other tests they provide are the Alternate Flight Aptitude Selection Test, Defense Language Aptitude Battery, and the Automotive Service Exam. For service members with their master's degree there is the Graduate Record Exam and Graduate Management Ap-

titude Test.

Frank Moore said anyone can sign up for these tests, but he or she must initiate a 4187 signed by his or her commander with the commander verifying that the service member has not been administered that exam within the last six months. He said the CLEP test does not apply to this rule.

Service members can also sign up for college courses that are being offered by the University of Maryland and City Colleges of Chicago at various base camps.

"City Colleges offers service members courses at any time because we are a distance learning school," said Derek Todd, City Colleges of Chicago representative.

"We give soldiers the material they need to study for a course and then they come in and take the test for that particular course. We also have Internet-based courses where students can log on to our web sight, sign up and do courses with an instructor," the Vilseck, Germany resident said.

Keena C. Shaw, field representative for the University of Maryland, said that unlike City Colleges of Chicago they offer classroom learning. "Which college is right all depends on the students schedules and if they want to work on their own or in a class room environment," said the Aurora, Colo. native.

"The U of M offers lower and upper level classes. We have classes like English 100, Business Management 110, and Psychology 100 and all of these classes are being offered at Camp Bedrock and some other camps in the area this term. The good thing about it is that the government pays for a large percentage of the course. This is great for the students."

Servicemembers get 75 to 90 percent of their course cost paid for by the military.

"E-1 through E-4 get 75 percent and E-5 and above with more than 14 years get 75 percent. E-5 through E-9 with less than 14 years get 90 percent," Frank Moore said.

He added that officers and warrant officers also get 75 percent of the cost paid for.

Specialist Juan A. Factor of Houston, Texas, Company C, 20th Engineer Battalion, said the English class he is enrolled in will help him in his civilian life. "The chain of command on 'the Rock' is strong about education and I'm proud that they are backing me 100 percent," Factor said. "I just hope more soldiers take advantage of this while they are here, because the education center has a lot of different things to offer them."

The education center is located at Eagle Base and services the areas of Eagle, Comanche Base, Bedrock, and Sarajevo. It sits in the southwest corner of Tent City two and is open to all service members.

The hours of operations are 7 a.m. to 7 p.m. and the office is open everyday. Servicemembers are invited to stop by and ask questions.

Task Force 2-8 has opened the doors of success, and all servicemembers deployed to MND (N) have to do is step through.